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Registered

Mr. Eric D. Culbreth
Primary Examiner
Art Unit 3616

Interview Summary mailed 10/26/2004 to my facsimile of 10/17/2004
09/554,463 "Multi-point seat belt"
Docket No.: G6A2

Dear Mr. Culbreth,

2004-11-05

Thank you for having delivered your verdict very quickly.

I) The title is changed from

"This is a divisional application of the US-serial number 09/554,463 related to an international application number PCT/DE98/03270" into

"This application is a continuation of PCT/DE98/03270"

II) Please check your objection to Figures 13, 13b (13a? or 12?) and 15 by reading the annotation in the Annotated Marked-up Drawing Sheets. For example, 3.6a is changed into 3.6 and 5.9 denotes an aperture of shoulder-belt portion, shown in Fig. 13 of the Annotated Marked-up Drawing Sheet of 8/6, attached. I've compared the Fig. 15, you objected, with the original Fig. 18 of EP 1 037 773 B1. There is no difference at all.

III) The additional claims 74-90 or 74-81 (of the latest version) are removed.

IV) In contrary

1. to your verdict thereon, which is absolutely wrong (the **original** ones (E8) were stiff ...), and
2. to Mrs. Draper's allegations in (E17) "the applicant has amended Claim 42 (E15) to **include** a stiff third transport-system" and "the "stiff" description was **not** disclosed in the *specification* (E8), registered at USPTO on 10/24/2003"

the terms **were already used** in the *specification* (E8) as well as the *Claim 1* (E8) prior to 01/16/2004, the date of Mrs. Draper's 3rd OAS (E17), listed herein:

In order to formulate in single terminology a generalized definition is presented for the proper term:

Definition:

"Transport system"

"Stiff first transport-system member"

"Stiff second transport-system member"

"Stiff third transport-system member"

Proper Term:

Motor vehicle or train or ship or aeroplane

Floor 6 of the transport system adjacent to a first seat-side SR (Fig. 1) or seat-cushion frame at the first seat-side or mid-tunnel (not drawn) of the motor vehicle adjacent to the first seat-side.

Floor 6 of the transport system adjacent to a second seat-side SL or seat-cushion frame at the second seat-side or post section 91 (Figs. 13, 14) of the motor vehicle adjacent to the second seat-side or side rail of the motor vehicle adjacent to the second seat-side

Floor 6 of the transport system adjacent to the second seat-side or seat-backrest frame at the second seat-side or post section adjacent to the second seat-side.

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G A 1 , 2 A - 6 C

"Shoulder-belt deflector"

Belt deflector 5, 5b or D-ring 12 (Figs. 1, 13)

1. A multi-point seat belt for increasing survival chance of a passenger of a transport system in an accident or during in-flight turbulence, comprising
 - a first and second shoulder belt portion, a lap belt portion and an extending belt portion (1.1 to 1.4) and a first and second belt end (ER) and (EL), where the extending belt portion (1.4), having the second belt end (EL), loosely guided by a shoulder-belt-portion deflector (5, 5b, 12) and equipped with a belt retractor (13), having a clamping device, is attached to a **stiff third** transport-system member, generally representing a floor of the transport system adjacent to a second seat-side or a seat-backrest frame at the second seat-side or a post section of a motor vehicle adjacent to the second seat-side ;
 - a main buckle assembly (9.1) having a master release button (84) and attached to a **stiff first** transport-system member, generally representing the floor of the transport system adjacent to a first seat-side or a seat-cushion frame at the first seat-side or a mid-tunnel of a motor vehicle adjacent to the first seat-side;
 - at least two latch plates (2, 2a, 9, 11, 25), the first of which is a main latch plate (9), moveable along the lap- and second shoulder belt portion, and the second is a shoulder latch plate (2, 2a) of the first belt end (ER) of the first shoulder belt portion (1.1);
 - a lower belt deflector (17) which, attached to a **stiff second** transport-system member, which, generally representing the floor of the transport system adjacent to the second seat-side or the seat-cushion frame at the second seat-side or the post section of the motor vehicle adjacent to the second seat-side or a side rail of the motor vehicle adjacent to the second seat-side, deflects and loosely guides the lap belt portion (1.3) and the first shoulder belt portion (1.1); and
 - at least one upper buckle assembly (4, 4b, 4c, 4e, 14, 14a, 18, 18a, 18b, 18.1 to 18.3) located on the seat backrest at the first seat-side;
- whereby
- a lower body-part of a body (96) of the passenger and an upper body-part (95) are restrained by the lap- and second shoulder belt portion (1.2) when the main latch plate (9) is plug-in connected to the main buckle assembly (9.1); and
 - the upper body-part is restrained by the first and second shoulder belt portion, both (1.1, 1.2) extending crosswise in an X-shape when the shoulder latch plate (2, 2a) is plug-in connected to the upper buckle assembly.

As you read my lengthy explanation in the facsimile of 10/17/2004, she and Mr. Dickson didn't object those terms at all when having issued the 2nd OAS (E9) and the letters (E13, E14), those terms are far better than the indefinite, unclear phrases, listed in Chap. IVd thereof etc. Thanks to that clear, concise and exact definition Top-managers like John Hammerschmidt, Acting Chairman of NTSB, John J. Leahy, Senior Vice President of Airbus, etc. can easily imagine that at least *four stiff transport-system members*, suited for receiving attachment points according to the principle object (E8; E15), are needed to define a pair of lower attachment points, located on both seat-sides, from which the multi-point seat belt is extended crosswise in an X-shape over the upper part of the body to the other pair of upper attachment points.

Those clear, definite terms remain **unchanged** in the substitute specification as well as Claim 1 because

1. Mrs. Draper and Mr. Dickson have already given consent thereon since Jan 20, 2004,
2. her allegations are **wrong** and
3. my objections thereto are **correct**.

V) Who can give me more information about the fees? Do the final fee and other fees (?) depend on the number of the claims?

4) Claims 42-73 corresponds to that which Mrs. Draper received 04/05/2004 (E15). Hence, they are in status "**original**", while the claims 74-81 (of the latest version) or 74-90 are in status "cancelled".

Thank you for your attention and all your help in advance.

Kind regards

Go

Go Giok Djen

Attached substitute appls. in double, single space and marked-up version, Marked-up Drawing Sheet of 8/6

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